UTB Systems Center

Newsletter

First and Second Quarter Fiscal Year 2001

Crossing the Bar

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
To full for sound and foam,
When that which drew from out the boundless deep
Turns again home.
Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;
For though from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.

Alfred, Lord Tennyson

In Memoriam

Boatswain's Mate Second Class Scott Chism

Seaman Chris Ferredy

PHONE INDEX
UTB SYSTEMS CENTER (UTBSC)

The following phone extensions are available. (757) **856**-XXXX FAX……2322

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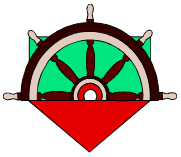
STAN Team Engineer	MK1 Lee Airth	2125	LAirth@TCYorktown.uscg.mil
STAN Team Boatswain	BMC Phil Addison	2272	PAddison@TCYORKTOWN.uscg.mil
STAN Team Boatswain	BM1 Tim Hudson	2180	THudson@TCYORKTOWN.uscg.mil
STAN Team Boatswain	BM1 Mary Watson	2218	MWatson@TCYORKTOWN.uscg.mil

The UTB Systems Center Newsletter is an authorized publication of news and information concerning the UTB community. Editorial content is unofficial and not for authority or action. The views and opinions expressed herein are not necessarily those of the Department of Transportation or the United States Coast Guard. BMCS Rick Thornton and MKC Terry Trexler, Editors.

INSIDE THIS ISSUE

FROM THE PILOTHOUSE



By LCDR John Homan
Chief, UTB Systems Center

It's time for me to depart the UTB Systems Center. My relief, LT Scott Whalen, will arrive OOA 1 July 01. I'd like to thank the entire staff of the UTB Systems Center for their hard work and dedication to improve the readiness of boat crews Coast Guard wide. Our main focus has always been to provide you folks in the fleet with the easiest, safest, and most efficient methods to do business. Over the past several years we've partnered with COMDT's Office of Boat Forces and the National Motor Life Boat School and made numerous improvements to the Coast Guard's Readiness and Standardization Program and boat crew training and professionalism. While we still have the occasional mishap, I am convinced that Coast Guard boat operations are safer and more professional now than ever before.

As I depart, I would ask that you keep the performance bar high. Be big enough to share your lessons learned (MISREPS), and allow others to benefit from your misfortune. If you don't agree with an issue or policy, speak up. Many policy drafters are doing the work of two (or more) people and, sometimes, bad things slip through. Don't complain about it amongst your peers. Pick up the phone or a pen and start the process to fix the problem.

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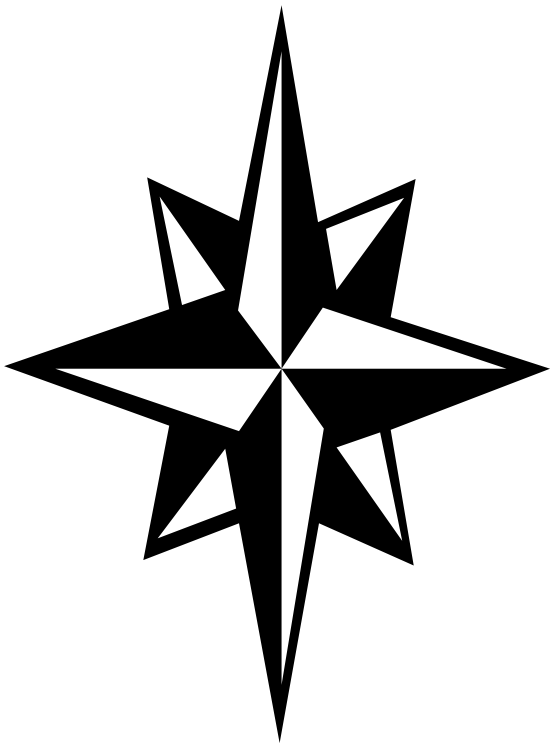
Continued from page 2

I want to recognize a few key players that have been instrumental in helping us help you. First, a big thanks to the folks at the Office of Boat Forces (G-OCS), who have renewed the commitment to professionalism within boat community. MCPO Tim Urban of MLCLANT, who, conference after conference, provided all with a dose of reality and common sense solutions to identified problems. Sometimes, being the messenger with unpopular things to say, the Master Chief took some barbs. But he kept us honest and did good things for us.

I now look forward to my new assignment as Commander, Group Cape Hatteras, NC. It's been a pleasure serving the fleet.

Stay safe!



E-Mail address Change

TRACEN YORKTOWN e-mail address line has been changed from @rtc.uscg.mil to @tcyorktown.uscg.mil

41 UTB Mast Safety Advisory

By MKC Terry Trexler

Due to recent reports of mast cracking. All stations are advised to conduct a through inspection of all the 41' UTB masts. The inspection may require removing paint in areas that indicate possible cracks. Units should pay particular attention to the area directly above and below 2nd towing light and stern light. Due to the potential safety hazards involved, units are advised to replace any UTB mast found with cracking on the main structural mast pipe. DO NOT attempt to repair the mast by welding. To prevent movement and cracking while underway, ensure mast is tightly secured with chaffing gear in the support bracket. Questions or concerns regarding this issue should be directed to CWO McHale at (410) 762-6188.

A Reminder……

Please INFO us in your CASREPs and Mishaps.
`COGARD TRACEN YORKTOWN VA//UTBSC/UTBSTAN//`

The UTB Systems Center tracks all 41' casualties. With your input, we can accurately determine possible trends or problems that the fleet is encountering.

Chart Correction Kits

Many people in the field have asked for the new address for TRANS Graphics chart correction kits.
Thanks to SN Marika Hough at Station Two Rivers Wisconsin.

Trans Graphics
29520 Woodbrook Drive
Agoura Hills, CA 91301
(818) 991-7192
Cost $8.00 per kit plus $5.00 shipping per order (multiple kits)

Dry Dock Specifications

By MKC Terry Trexler

EPO's don't try to reinvent the wheel. MLCA Naval Engineering has an outstanding web site for 41' UTB Specifications for Dry Docking Repairs

http://cgweb.lant.uscg.mil/vdiv/Specifications/Availability%20Specs%20by%20Class/Boats/Historical_Specs/

New Boat Crew Qualification Guides

COMDTINST M16114.6A
are in print or can be found on G-OCS's web page at:
http://cgweb.comdt.uscg.mil/g-ocs/BoatCrews/QualGuides.htm

Boat Crew Qualification Guide ERRATA Sheet

Make the following pen and ink changes to the Boat Crew Qualification Guide, COMDTINST M16114.6A, Volume III – *Engineer*.

This ERRATA sheet is **not an official** change, but reflects errors and changes UTB Systems Center will incorporate in future revisions to this manual.

Corrections or additions are listed in BOLD type.

Page	Section	Correct to read
2-9	Standards	**With** reference
3-54	Reading Assignments	**Delete** questions 5 and 6

UTB SYSCEN WEBSITE

The website was updated in February. Additional Source of supply and hard to find items have been updated. Also, more information was added to the Material Inspection Job Aid sections.

Blueprints are available online.

You can access the Naval Engineering – Technical Information Management System (NE-TIMS) through our web page or through ELC's web page at:
http://rtcs10net.rtc.uscg.mil/rtcweb/utb/stanteam.htm
http://10.38.16.120:1088/NE-Tims/

Instructions for first time users are available on the opening page of NE –TIMS.

Here is the location of the most used blueprints:
Print Refs:
All references start with 41UT
702-1: Loudhailer
1106-1: F.P. Deck Plate Supports, Scuttle Drains, Anchor line Bin, Securing Staple, Cable Collar Deck Plate Bolts
1107-2: Bonding Strap, P-house Top Equipment Placement, P-house trim molding
1101-1: Skeg
1101-2: Rub Rail
1112-1: Vibration Damper &PTO Belt Guards, Fire pump fond.
1112-2: Battery tray, Water Tank Bracket(square), Coxn Console, Defroster
1112-7: Engine Mounts (front gussets)(BA41)
1201-2: Bull Nose, Hatch hinge, Tiller cap, Rudder Stops.
1202-1: P-house Handrails, Deck cleats, Gun mounts, M-60 Handrails, Main deck rails, Chains
1202-2: Lower cabin Handrails (egress rail)
1202-4: Life ring bracket, E/R vent location
1401-1: Deck covering, STBD P-house knuckle nonskid pad
1602-1: E/R Hatch hinge (up378 port&STBD) (379 &up fore & aft)
1602-2: Hatch locking cams
1602-3: Scuttle installation
1602-6: P-House door handle & lock tab
1702-8: Upper mast support bracket
2200-1: Rudder Tie Rod (jam nuts)
2500-1: Towreel
2803-1: Bilge alarm placards
3000-1: Misc Stowage-Anchor brackets, Fire Main brackets, Emergency tiller, bell mount location, Pilot house door location, drop pump bracket, PKP mounting location, hot cups, boat hooks, etc…..
3000-4: Life Raft weak link Eye bolt
3306-1: Head door, Old gun locker
3306-3: Coxswain chair location
3306-5: New gun locker door (BA #64)
3901-1: Insulation
4103-1: Engine R/W brackets
4103-5: F/O fill grooves, F/O & L/O Dipsticks, F/O vents caps and chain & check valve
4103-53: Adjustable Engine Mounts
4700-57: PTO handle Strap
4800-1: Sea Chest Vent Valve
4801-1: Fire Main gauge & tubing
4801-2: Bilge piping
4804-1: Forward U/W heater isolation valve
6201-3: Breaker panels
6202-5: J-boxes E/R &lower cabin, Aft spotlight wire configuration.
6700-9: Electronics placement (BA#95)
6700-10: Navigation Chair
6701-1: Lower mast bonding strap
9300-1: Halon Bottle Bracket & piping

Hydraulic Steering (BoatAlt 41UTB-B-101)

The following info is for smaller quantities of hydraulic fluid that is compatible with the 41's new steering system:
Sea Star – Marine Steering Fluid
HA5430 -1liter
HA5440 - 4 liters
Alternate part numbers are
Shell Aero Shell Fluid #4
Esso Univis N15 or J13
Texaco HO15
Chevron Aviation Hydraulic Fluid A
Mobil Aero HFA

CG P6 Dewatering Pump

Headquarters (Rescue and Survival Systems personnel) have been working on Maintenance Procedure cards for the CG P6.. You will be seeing the cards in the next couple of months.

Engineering Mishaps

By MKC Terry Trexler

In the past couple of months I have noticed an alarming number of mishaps that involve engineering practices. I do not know if the large number is due to not having an effective mishap reporting system in place prior to this, but it has helped in identifying some problems. One of the problems that came up more then once is checking the systems after conducting PMS or corrective maintenance. Get the boat U/W and do a full power trial to check for any leaks or problems in the system you just PMS'd.

One mishap occurred when the boat got underway and the crew found that the engineroom was flooding because someone forgot to put the zincs back in the heat exchangers after they completed PMS. Another engineroom flooding mishap caught the boatcrew unaware of the situation because they did not set the bilge alarm system correctly. Until BOATALT 100, Amend 1 is out, which separates the loudhailer from the bilge alarm system, you will still need to reset the bilge alarm on the loudhailer if you have used it for hailing or as a fog signal.

BOSS Items

By MK1 Troy Hascher

In our last newsletter (2nd quarter FY 2000) I talked about the optional use of Gel cell batteries for the 41' UTB This was mentioned for the PROTOTYPE battery charger, NOT the existing charger. Gel-cell batteries are not authorized to be used due to the incompatibility with the present charger. The only battery authorized for use is listed in the MICA Manual (Fig 313-01 item A) NSN 6140-00-190-9828.
You will be notified by ELC when the new battery charger is available and a determination will be made IF gel-cells will be authorized.
Please keep sending in your comments and suggestions.

BoatAlt 100 Bilge Alarm Upgrade

The BoatAlt is still on hold. There is a problem with the source of supply for the electrical panels. ELC is working on correcting the problem and you should see this amendment in the next couple of months.

BoatAlt 102 Flagstaff Removal

This BoatAlt directs the removal of the 41" UTB Flagstaff, deck spud and the number 11 National Ensign. When necessary, fly a #5 National Ensign from the mast directly above the Coast Guard Ensign. In the BoatAlt under section 2, information is given under what circumstances the National Ensign is required to be flown by a CG boat. When the #5 National Ensign is not flown, it shall be stowed in the storage bench seat in the pilothouse. The NSN's for the National Ensign and associated gear can be found in Section 4 (Material Required).

Note: Boatcrews must be aware that when the National Ensign is flown from the mast, it may block part of the towing light. Section 6 (Equipment Installation) Figure 2 shows how the National Ensign is above the upper towing light and the CG Ensign is below the upper towing light.

41' UTB Safety Walk Pads to complete boatalt 103

R 281458Z MAR 01
FM COGARD ENGLOGCEN BALTIMORE MD//014//

UNCLAS //N04400//
SUBJ: 41' UTB SAFETY WALK PADS FOR ENGINEERING CHANGE 41UTB-C-103
1. THIS MESSAGE ANNOUNCES THE AVAILABILITY OF PRE-CUT SAFETY WALK NON-SKID PADS FOR THE 41' UTB. THESE NON-SKID PADS WERE MADE SPECIFICALLY TO IMPLEMENT ENGINEERING CHANGE 41UTB-C-103. THE PRE-CUT NON-SKID PADS WILL ELIMINATE THE NEED TO ORDER BULK NON-SKID MATERIAL AND MANUALLY CREATE NON-SKID PADS FROM SCRATCH.
2. UNITS CAN ORDER NON-SKID PADS EITHER INDIVIDUALLY OR BY KITS. A COMPLETE BREAKDOWN OF THE NEW NON-SKID PADS ARE IDENTIFIED BY PART NUMBER, PRICE AND NUMBER REQUIRED AND CAN BE FOUND AT THE ELC WEB SITE: HTTP://CGWEB.ELCBALT.USCG.MIL/ALTS/41UTB/41DECKPADS.XLS. THE NON-SKID PADS WILL BE INCORPORATED INTO THE NEXT ELCINST 4441.41(SERIES) UPDATE.
3. UNITS DESIRING TO ORDER INDIVIDUAL OR NON-SKID PAD KITS ARE DIRECTED TO CONTACT THE LOUISIANA ASSOCIATION OF THE BLIND AT 877-913-6471.
4. IF THERE ARE QUESTIONS CONCERNING THIS MESSAGE, PLEASE CONTACT CWO MCHALE (410)762-6188 OR LT WHITTEMORE (410)762-6189 IN THE STANDARD BOATS BRANCH.
BT
NNNN

Feedback from the Field

We recently had a problem with low oil pressure on an ISC NOLA overhauled 903 after installation in a D8 UTB. This was the third engine installed under warranty in this particular boat in several months time; the two previously installed engines both failing catastrophically after low oil pressure indications.

After the most recently installed engine also exhibited low oil pressure problems on this boat, we researched and verified that Cummins requires a minimum size -16 for this hose (Ref: TP-041-004, 5-3-40.1.b.). This particular UTB was running -12 hose on both engines. We verified that the -12 hose was the low oil pressure culprit by installing our dyno oil filter/-16 hose assmy on the engine and conducting a full power trial.
The oil pressure with the -16 hose is 45 PSI, as opposed to 39 PSI with the -12 hose.

As it appears that this condition could have contributed to the two previous engine catastrophic failures, future engine warranty from our shop will be voided if the lube oil filter hose size is less than -16.

Regards,
Terry Watson, CWO4, USCG
Naval Engineering Section Chief/ISO 9000 Quality Manager
US Coast Guard Integrated Support Command New Orleans
PH: 504-942-3034
FAX: 504-942-3041

HALON FIRE FIGHTING SYSTEM

This is an excerpt from the ELC Log

41' UTB & 44' MLB HALON SYSTEM

It has been brought to our attention that the original Ansul Halon bottle (P/N VG-1249-1) installed under Boatalt 41UTB-A-56 and 44 MLB-A-67 has been replaced. We talked to Mark Herzog at Hiller Systems who is the Source of Supply (SOS) for the system. Mr. Herzog explained Ansul discontinued supporting this system sometime back and Hiller Systems was awarded the contract to support this system using Kidde components. The Kidde bottle is slightly heavier weighing 28 lbs empty versus Ansul's 24 lbs. It was also found that changing bottles also required a change in the flexible hose connection. Hiller Systems currently stocks the flexible hose (P/N VG-1249-7) for the Kidde bottle only. MKC Martin, the EPO at Sta. Fort Myers Beach, used a local hydraulic hose shop to make a compatible hose for the Ansul bottle. We already talked to our PMS writers on revising the appropriate MPC's concerning this system. We would like to thank MKC Martin at Sta. Fort Myers Beach and MKC Trexler at the UTB System Center for their assistance.

PMS PEN & INK CHANGES

The following Changes have been made to their respective Maintenance Procedures Cards (MPC's). Units are requested to pen & ink these changes into their Maintenance Procedure Manuals.

41' UTB

MPC A-D-5410: Section 10, procedure number 25 should read: "Check halon cylinder pressure. The pressure should not be below 425 PSI for the Ansul Cylinder or 540 PSI for the Kidde Cylinder. If the pressure falls below these levels, notify the EPO and perform related Damage Control MPC R-C-5462."

MPC R-C-5462: Section 10, Check Halon Bottle; procedure number 4 should read: "Replace the cylinder if the weight of the cylinder, quick opening nozzle and gauge is less than 42 lbs for the Ansul bottle or 49 lbs for the Kidde bottle."

HARD TO FIND PARTS

By MKC Terry Trexler

Fresh Water Tank
The round tank is obsolete, but the square tank is still made.
The mounting bracket configuration is on blue print 41 UT 1112-2
MFR: Kracor
Ph. No.(414) 355-6335
Part No.: 1-6124

Trigger Lock for the 2 ½ " valve on the trigate:
MFR: Akron Brass Co.
P.O. Box 86
Wooster, OH 44691
Ph. No.: (330)264-5678
Part No.: 106061

Quick release pin for the Hydraulic Steering System.
Blue print 41 UT 2200-5(item 15) does not give a Part No.
NSN: 5310-00-184-7490

Repair of the horn
The source for getting horns repaired is:
Federal Signal Corp.
2645 Federal Signal rd.
University Park, IL. 60466
Phone 1-800-433-9132
But, only if they have the parts to repair the horn

BBB ½" galvanized anchor chain
J Henry Holland Corp.
5931 Thurston Ave.
Virginia Beach, VA 23455
(757) 460-3300
They will sell it in 9 foot lengths for $47.25 plus freight.

Racor 10 Micron Filter.
P\N- 2040TMOR does not have NSN in the UTB BOSS Manual. We have a pen and ink change, the NSN is 4330-01-437-1228.

Throttle connection kit –Telescoping bracket
NSN: 2030-01-104-1331

Hose Identification Tag
NSN: 9905-01-193-3701

Painting the bilge area under the shaft packing gland

By MKC Terry Trexler

This has been an issue for several years. I hope this will clear up any confusion and add some additional information. I have discussed this with ELC and other Boat Engineering Branch members.

The Material Inspection Job Aid states:
"If the bilge plating under the shaft packing glands has been painted due to severe corrosion, the painted area should be cropped out and replaced at the next boat availability yard period."…

Painting of the aluminum bilge area is generally discouraged because it tends to hide problems rather than fix them. In this specific case, it makes sense to paint the limited area under the shaft packing gland IAW the Coatings and Color Manual.

If we know that the area is going to be wet due to drops that pass by bronze casings, then it seems a safe assumption that it is a matter of when, not if, there will be corrosion. If there is corrosion, the severity should determine the course of action. The area could be cropped out, spot-welded, or painted - depending on the extent and the depth of any corrosion. According to other Boat Engineering Branch members, there is no formal guidance that exists for such a determination.

The area that should be painted is the hull plating between port/Starboard longitudinals 2 through 4 and the area between frame 9 and the packing gland support. Also paint the inside of the longitudinals and the forward face of the packing gland supports. Do not paint the top of the longitudinals. This area is a high traffic area and the paint will wear off.

A BoatAlt will not be necessary, however, we will add this info to the Job Aid.

UTB Engine Room Fires in the Vicinity of the Turbochargers

By MKC Terry Trexler

Due to recent reports of engine room fires, which originate in the vicinity of the engine turbochargers, all stations are advised to conduct a through inspection of all turbocharger lube oil connections. The area around the turbocharger presents the greatest potential for fire as loose or cracked fittings will result in lube oil dripping onto the exhaust lagging. Direct surface contact between the oil soaked exhaust lagging and the turbocharger housing (surface temperature in excess of 400 degrees F.) has resulted in engine room fire mishaps. When completing the applicable MPC, units should pay close attention to the lube oil supply hose and the lube oil drain hose adapter fittings on the turbocharger.
The 41' UTB Operators Handbook lists this casualty as Disabling. No lube oil is allowed to drip onto a hot surface (surface greater than 400 degrees F.). Station EPO's and boat engineers are reminded to conduct proper rounds while underway and when completing daily check-offs.

Viscosity Testing on VT 903 M engines

By MKC Terry Trexler

There has been some confusion in the field on how often you are required to conduct a viscosity test.
In the Naval Engineering Manual COMDTINST M9000.6 D, Chapter 262, section C 12.b it states that all cutters and boats weather/operations permitting, shall have a viscosity test made every day the engines are operated.
I have checked with the MK school (internal combustion engine division) and with G-SEN and they both stated that the VT 903 M does not fall under the category of requiring the viscosity to be checked every 4 hours. This interval is under normal circumstances. If the EPO feels that he should conduct the tests more often (ie. newly installed engine or just completed a tune –up). The EPO can adjust the schedule accordingly until the break in hours are completed.

UTB Inspection welding cracks and stress fractures

By MKC Terry Trexler

During a recent 41 boat inspection we (RFO Team) found additional longitudinal weld fractures throughout the vessel and a stress fracture on the floor shelf of No. 3 frame.

What is the guidance and permissible number of weld fractures on similar/adjacent longitudinals?

We have recommended to the station to undertake a through inspection of all welds, mark them with a black marking pen and log each crack for the next yard period.

Currently there is no set guidance on the number of cracks allowable. To give you a little back ground on how we treat cracks; first, we classify cracks as either major or minor. A major crack is an actual separation (gap) in a weld or flat stock section. A minor crack is a fracture (hair line, no separation) in the same. We then recommend monitoring major cracks for further damage at the source and the surrounding area. Then, major cracks should be fixed at the next yard availability. We recommend the unit monitor minor cracks for further damage. Repair of minor cracks are not necessary, but if a welder is doing work in the area, go ahead and fix them. These are recommendations and not requirements, there are no instructions in place about when these cracks should be fixed.

A UTB has never been held to the dock during a STANTEAM inspection due to cracks unless it is through the hull plating or keel, which causes a breach in watertight integrity. The most recent instruction that has been put out is the Amendment to Boat Alt 45, which is the structural reinforcement Boat Alt. This instruction does not give guidance on when cracks should be fixed but gives good solutions to fixing the cause of cracks.

Getting the Most from your Boat Crew Examining Board

By BMCS Mike Butz

I would like to say hello to all who are reading this and to introduce myself. I am BMCS Mike Butz and I am the School Chief for BM "A" and Coxswain "C" school. I have been in the drivers seat now for about 8 months and getting my feet wet in my new job. I am currently working with some great people getting the school in line for the BM/QM merger. We have finished the draft of the new Performance Qualifications for the new Boatswains Mate rating and I have to tell you that I am sold on the idea of this merger. I can definitely see a better-trained and qualified Boatswains Mate on the horizon.

We have just graduated our first active duty BM "A" school and I had the opportunity to interact with many of the students from both the BM "A" and Coxn "C" classes. Through my interaction I have gleaned a few success stories and heard a few horror stories from many of the students who went through the boat crew qualification process. The Boat Crew Training Manual outlines the Boat Crew Examining Boards (BCEB) membership and procedures. You can turn the qualification board process into a real training tool for your unit by following a few simple guidelines.

First and foremost is keep the board structured and formal. The BCEB can be thought of as a stepping stone towards a Boatswains Mates future OINC board. So groom them early in recognizing the formality of a board and their need to prepare for the board. Keep the board process structured and focused on evaluating the member's knowledge of subject matter for the certification being sought.

Keep the board focused on knowledge based performance competencies outlined in the Boat Crew Qualification Manuals, Operators Hand Books, Seamanship Manual, Unit SOP, and related Commandant Instructions. Base your questioning in a manner that allows the person seeking certification to "teach" the board. Often board members pose questions that are beyond the qualification expectations for the certification being sought. When this happens the board process usually turns into a training session and the member ends up being trained and unfairly evaluated by the board.

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Allow non-qualified members to sit in and observe the board process. Allow them to take notes and observe. All non-qualified members should be a "fly on the wall" and not interact during the board process. By having non-qualified members sit in the board and observe, they are learning and retaining the knowledge based skills we will expect of them when it comes their turn to sit before the board.

Rotate your BCEB. Even after 21 years in the Coast Guard and 14 years on boats I still learn something new when I am on the board. Rotating members of the board keeps your qualified members sharp and up to date with changes, policy and procedures.

Written knowledge based testing is a great way to reduce the length of time the board needs to convene in order to evaluate a member. The board can formulate additional questions based upon the test results

If a member is not recommended for qualification by the board, provide them with a structured means for improvement. I recommend having the member develop a lesson plan and quiz in the subject matter they were weak in. Set a realistic deadline and have one of the board members review the lesson plan and quiz for accuracy. Have the member sit down with the chairman for a final question and answer session. If all the objectives are met and the chairman has the confidence that the member knows the subject matter then a recommendation for certification can be made.

The organization and effort that the BCEB exerts towards a member's qualification will set the standard that the unit will train to. The BCEB should make the member feel a profound sense of achievement and accomplishment in receiving the boards recommendation.

WEB REQUISITIONS

By BM1 Mary Watson

The World Wide Web is becoming a more valuable tool as technology advances. It is beneficial for you to learn to use this tool to your advantage. One great way we can do this now is ordering charts and navigational publications over the Internet.

First some info you'll need from the DOD/DLA **Catalog of Maps, Charts and Related Products** (9th Edition - April 1998). This Catalog will give you the NIMA Stock numbers for the charts and Publications you need. Make sure you are using the NIMA Stock number from the second column and not the NSN. You'll also need your OPFAC number and a list of free issue serial numbers from your XPO (Usually 9000 numbers).

You can also order some manuals and other publications from this catalog, all free issue. Look back on page 10-21 for Chart 1, page 10-28 for great study materials, page 10-32 for Tide and Current Tables, Coast pilots and Light Lists. Navigational Rules Books are on the next page. Corrections to stock numbers will be printed in the weekly Notice to Mariners.

There's also some great information in the front of the book. Help Desk Info on page ii, Notice to Mariners Subscriptions page viii, Local Notice to Mariner's page 1, and on page 3 -4 you'll find information on correcting charts and pubs and maintaining correction record cards. (Hint: coxswains may see this on a test)

Now for the ordering part:

http://daynt6.daas.dla.mil/webreq/

Go to this web site and sign on. If you don't already have a username and password, click the "**registration**" Button and fill out the request form. You'll receive your access information in about one week.

The next page is the index, click on "Requisitions & Related Transactions"

This page is your order form, the default form is called an A0 form, don't change this.

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Continued from page 10

Document Identifier. A0D. (A-Zero-D) (When I first started using this ordering system, I was using A0A and a NSN number. My orders were always delayed or I got the wrong charts. The people at NIMA advised me to use A0D instead with the chart's NIMA Stock Number. Now we usually receive our charts within a week.)

Routing Identifier. HM8 (This is for NIMA products from the Catalog of Maps, Charts and Related Products)

Media Status Code. S

Stock/Part Number. 12AHA12235 (Just an NIMA Stock number example from the catalog for chart # 12235.)

Unit of Issue. EA

Quantity. ? (A word of advice; don't order more than 30 of any item. NIMA will investigate large orders and may cancel the order)

Document Number: Z3000002179000 (Four parts to this number; **Z** indicates a USCG facility. **30000** is your OPFAC. **0217** is a Julian date (**0** for 2000 and **217** for August 4th). **9000** is a serial number, check with your XPO on how he tracks free issue items, each item you order must have a unique serial number.)

Demand Code. R (indicates a Recurring order, you would use N for a Non recurring item)

Supplementary Address. Leave Blank

Signal Code. D (indicates a free issue item)

Fund Code. 00 (zero-zero) (indicates no cost)

Distribution Code: Leave Blank

Project Code: Leave Blank. If your OPFAC covers several large divisions who all order charts, you may want to put a short abbreviation here (i.e. OPS vs. DECK). If you are co-located with units that have separate OPFAC's don't worry; your orders will be addressed to the unit originating the order based on the document number.

Priority Code. 13 (13 is for standard orders, you may use 06 with command approval for mission critical items)

Required Delivery: Leave Blank

Advice Code: Leave Blank

Optional Data RP 67-80. Leave Blank

When ordering more than one item, after the form is filled in, click on the "**Next Record**" Button. All the information will remain the same except the *Part/Stock Number*, *Unit of Issue*, and the *Quantity* fields will be blank. The *Document Number* will also advance to the next sequential serial number.

If you want all of the fields to be empty for additional orders, you must check the "**Blank out fields between records**" block before advancing to the next record. Usually you will leave this block un-checked.

After filling out the form for your last item, click on the "**Submit Queue**" Button. You should get a message that your request has been received.

After submitting your queue, click on the "**View Sent Files**" Button. There will be a list of all transmitted requests in the past 15 days. Click on the request you just made and it will open in the bottom of the screen. Click anywhere within that text (you won't see a cursor) and print. This will give you a hard copy record of your order for future tracking purposes.

Good luck!

U.S. Department of Transportation
United States Coast Guard

Commanding Officer
United States Coast Guard
Training Center Yorktown

Yorktown, VA 23690-5000
Staff Symbol: tutb
Phone: (757) 856-2247
FAX: (757) 856-2322

16114

From: Commanding Officer, Coast Guard Training Center Yorktown
To: Commandant (G-OCS)

Subj: 41' UTB STANDARDIZATION (STANTEAM) FY00 ASSESSMENT ANALYSIS

Ref: (a) Coast Guard Boat Readiness and Standardization Program Manual, COMDTINST M16114.24A

1. During FY00, the UTB STANTEAM visited 54 operational units and inspected 85 UTBs. This report is a summary of the inspections conducted by the UTB STANTEAM in FY00.

2. Of the 85 boats inspected, 17 (20%) were found Fully Mission Capable (FMC) upon the STANTEAM's arrival. Sixty-six (78%) of the remaining UTB's were repaired to FMC status by the end of the visit. One (1%) UTB was issued a waiver to operate with a restrictive discrepancy and was deemed not FMC, and one (1%) UTB was deemed Not Mission Capable.

3. Listed below are the top 5 disabling, restrictive, and major discrepancies found upon arrival of the STANTEAM. The numbers below indicate the number of boats with the discrepancies found.

Disabling Casualties	Number of boats
Turbocharger lube oil supply line	15
Emergency alarms inoperative	9
Fuel or lube oil dropping on a hot surface	3
Shaft packing overheating	2
Engine speed < 2400 RPM or > 2900 RPM	1

Restrictive Discrepancies	Number of boats
Failure of a watertight closure to seal	17
PTO locking device missing or allows engagement	14
Any detectable exhaust leaks	10
Hull breach below waterline (skeg)	6
Portable drop pump inoperative	6

Major Discrepancies	Number of Boats
Leaks less than 15 drops a minute	61
Loose/missing fittings, nuts, bolts, brackets	55
Fire extinguisher unrecorded or improper PMS	16
Engine guards inadequate or missing	12
Engine speed greater than 2700 RPM	6

4. Listed below are the most commonly noted minor discrepancies, in order of frequency of occurrence:

Extra gear kept onboard.
Chart table folding lock is broken or missing.
Improper mounting hardware for handrails and stanchions.
Scuttle drain configuration.
Various unused holes in deck stiffeners, frames and bulkhead supports.

5. Listed below are the most commonly noted equipment Casualty Reports (CASREP) tracked at the UTB Systems Center from a total of 407 CASREPs received:

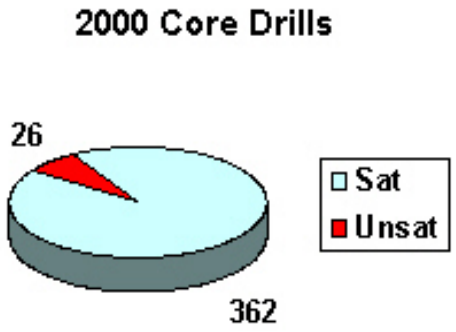
Exhaust riser (37)
Turbocharger (34)
Exhaust piping leak (23)
Rear main seal (20)
Power take off (PTO) (18)

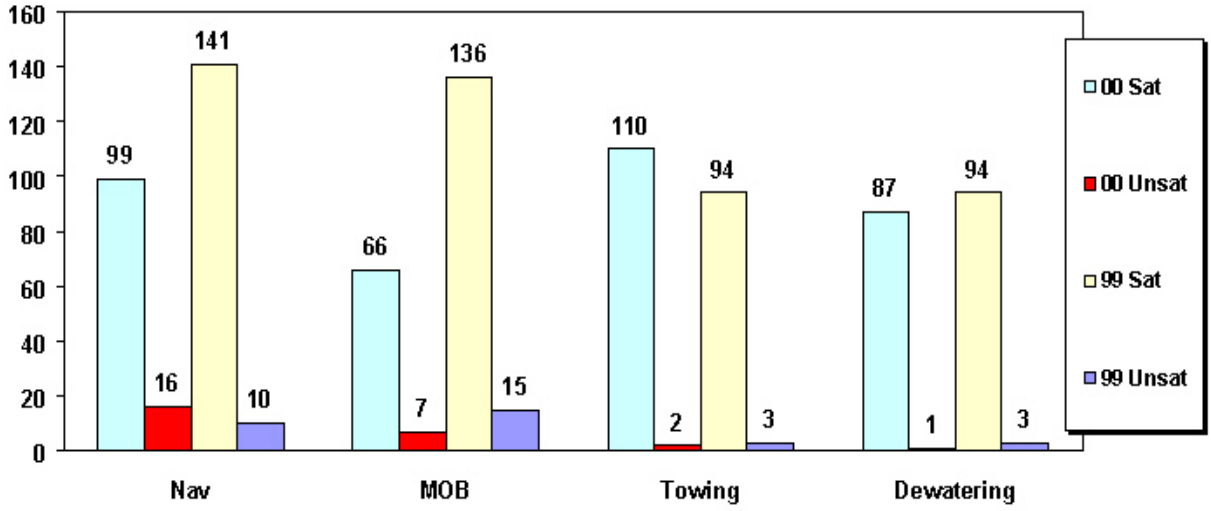
6. Listed below are the most commonly noted Boat Alteration (BOATALT) discrepancies found:

BOATALT	Number of Boats
95 (Electronic Suite Upgrade)	36
88 (Navigation Lights and Mast Standardization)	32
83 (Forward Cabin Deck Hatch Modification)	20
53 (Stowage of Anchor, Fire Monitor and Monitor Stanchion in Forepeak)	16
13 (Main Engine Lube Oil Dipstick Marking)	13

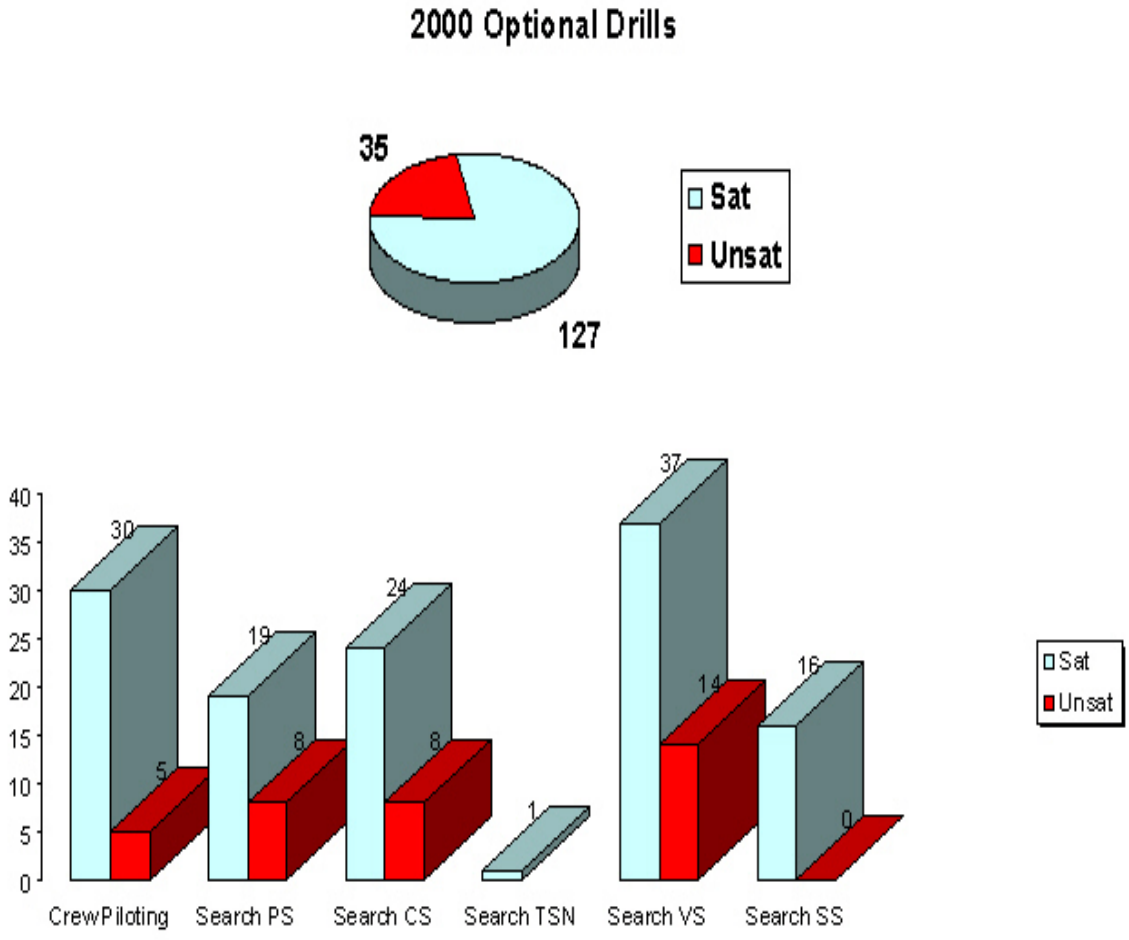
7. The underway exercises are summarized below:

Core Drills	Number of Drills	Satisfactory	Unsatisfactory
Day/Night Navigation & Piloting	115	99	16
Man Overboard	73	66	7
Towing	112	110	2
Dewatering	88	87	1

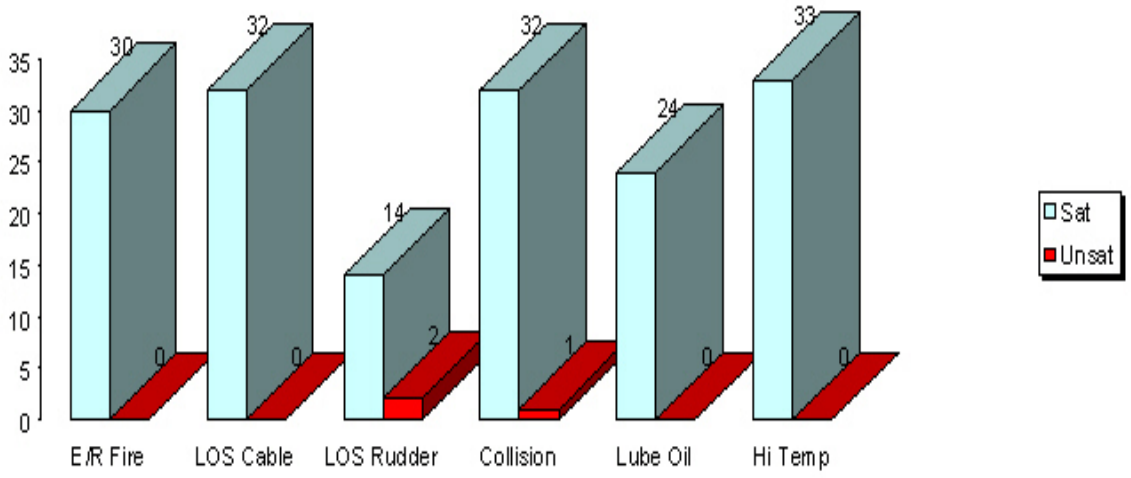




Optional Drills	Number of Drills	Satisfactory	Unsatisfactory
Crewmember Piloting	35	30	05
Search Pattern (PS)	27	19	08
Search Pattern (CS)	32	24	08
Search Pattern (TSN)	01	01	00
Search Pattern (VS)	51	37	14
Search Pattern (SS)	16	16	00



Optional Drills (continued)	Number of Drills	Satisfactory	Unsatisfactory
Engine Room Fire	30	30	00
Loss of Steering (cable/hydraulics)	32	32	00
Loss of Steering (jammed rudder)	16	14	02
Collision with Submerged Object	33	32	01
Loss of Main Engine L/O Pressure	24	24	00
High Water Temperature	33	33	00



8. The results of the written quizzes revealed knowledge weaknesses in navigational rules of the road for coxswains, basic navigation skills for boat crews, and rescue and survival equipment and First Aid for boat engineers.

9. Administrative reviews conducted during UTB STANTEAM visits showed that 86% of the units visited had training program discrepancies, and 70% of the units had rescue and survival systems discrepancies.

10. In addition to providing resident school training, UTB readiness assessments, and manual reviews/revisions, the UTB Systems Center provided the following services:

a. Structured RFO training at TRACEN Yorktown for the following elements:

1. PCO/PXO Seminar (Group & Station)
2. Group/AIRSTA Corpus Christi
3. Group Hampton Roads
4. Group Fort Macon

b. Participated in MLB/UTB STANTEAM conference

c. Partnered with NMLBS and drafted Keeper and Kimball awards.

d. Participated in Surf Operations Training Advisory Group (SOSTAG)

e. Participated in PMS conference with ELC and COMDT (G-SEN)

f. Provided STANTEAM guest speaker at OIC/XPO School to present overview of the Boat Readiness and Standardization Program.

g. Installed and evaluated the following UTB prototype projects:

1. UTB Paint removal
2. UTB mast junction box replacement
3. Flag staff removal
4. Steering system upgrade

h. Conducted reviews of UTB mishaps.

During FY00, there have been numerous UTB groundings. In March 00, the UTB Systems Center requested permission to install and evaluate an electronic chart plotter on one UTB. We continue to believe use of an electronic chart plotter would reduce the number of UTB grounding mishaps. In addition to providing the coxwain with timely navigational data, the chart plotter would allow the entire crew to view a virtual, perpetual fix, affording any crewmember the opportunity to break the error chain with a quick scan of the plotter. It is noteworthy that since our Mar 00 letter was submitted, there have been seven additional groundings. We remain very interested in installing and testing a chart plotter system for the UTB.

11. Please feel free to call if you have questions or comments regarding the data in this report.

J. G. HOMAN
By direction

Copy: CG MLCLANT (vr, tp-1)
CG MLCPAC (vr)
CG ELC (26)